overcome by focomotive power. . .

Before leaving this sortion of the subject, I will remark, that a gradual descent of 35

a mile out of the limits of the town. one and half miles radius turns into its gen- entirely across the river. A channel about eral direction to Marion Court House, and 50 feet wide, and at the lowest water varytraverses ground gently undulating, to its ing from ? 1 feet deep, intersects the shoal erossing of the Three Creeks. In its course obliqued of room the right to the left bank. slight embankments will be necessary, to raise the line above freshe's from the Bg other Peedee, and across several streams; the w most important of which are Naked, Crook. I ed, and Muldy Creeks. Crooked Creek is crossed by descending gently throp Ellerbe's and Murdoch's plantations, point where its swamp is three quar plantation, leading near J vary from 100 to 40° The line croses the head of Gen. Car its swamp is ' measured by descent to: about 35 land of the crossing of the North and South forks commodations for a Depot. of Muddy Creek; to each of which it may About three quarters of a mile below

feet to the mile, through Capt. J. C Effer. Below this shoal to Georgetown Bar, eleven be's plantation, to Cat Fish, and crosses feet of water can at all times be had, so that Buildings at Depots, Water its swamp immediately below. Mrs Tart's any vessel which can pass the bar can come mill creek, at which point it is 400 yards to this point. Hilling's Landing is below wide. It then ascends at a grade of 30 feet this shoal. It is a bluff, 300 yards long, to the mile. The face of he country from and eight feet high. Wharves, a few feet Add ten per cent. for Engi-Cat Fish to the Little Peedee, is generally in length, built from it would reach into waflat, interrupted by occasional undulations. ter 15 feet deep. Dry and-flat pine woods In this distance, Smith's swamp, 220 yards, extended back from the bluff, affording room and Big and Little Reedy Creeks, each 100 for every convenience and improvement yards across their swanaps, are crossed. which the company can contemplate. The Besides these, only two or three inconsider. Inver is as wide here as at any point above, Eight Locomotive Engines able branches occur. To cross the Little and hence to Buck's Mill, winds very, very Peedec swamp, the line descends its bank by much, as may be inferred when stated, that a grade of 35 feet to the mile, which leads the distance by water is four miles and by a a point three quarters of a mile-long, pro- land scarcely exceeds a mile and a quarting into the swamp. From this point ter. line passes to the river by a string of ! islands a quarter of a mile in length. ver is 150 yards wide, with a firm ridge of simple construction, with feet wide, to admit the passage ats. From the river, the line 1150 vards of swamp to Sanch is a bank of white sands ength, and a quarter, of a jed by a growth of live oak ing of islands stretches

I to the highlands, a dis-

alf miles, of which a mile

the swamp. In cros-

no obstruction should the swamp to be Sandy Islan ace of black ints for cross and below Sand all of which, which, which than at Sand and S the direct line be igable waters of nust be o Sandy Island, 1 rry the best point for at in approaching it, 1 . h is half a mile wide, 1 tween John Altman's v, the river swamp, whic. on the Western bank, a mile and a quarter in bre s about 130 yards wide, an

with, a hard sandy bettom.

the Eastern side of the river, elevated, and commodious lai Cypress Creek, in the distance mile and a half down the Peede e several landings and bluffs, name press Creek Landing, Little Cat Sunter's and Dog Bluffs. By cross e river from any of these places, the le swamp (as will appear from the ne swamp (as will appear from the apanying map) must be traversed obpanying map) must be traversed obpanying map) must be traversed be sary, by one of the best routes, to pass le and a half through swamp, and the e distance on islands, to attain the high-ls. Also, Chinner's, Brunson, Brown, mat Huning Swamps, which become wider they approach the river, will be crossed tween nsiderably below the direct line. the Lc To return to the direct route. rossing the Little reedee, the line passes Cat Fist Ver a country gradually vising until it gains Lower I is highest countries between Branson and Spring systems. rossing the Linde Peedee, the line passes is nighest covation between Brunson and Lower Plence, is its descent to miles.

Spring swamps. beyond Proven Event Brown Event Form Brown Event Brown and The estimates of the beyond broken. next two or three miles of country are gen.

The estim
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The estim
the next two or three miles of country are gen.

through.

tion on the Waccamaw, I samined the that the iron should be at least one fourth These considerations would operate as inmile out of the limits of the town.

From the highiands on the East of the low Conway borous, as Cox's Shoal. It is Preedee, the lower line, by a curve of about a quarter of a mile long, and extends

next obstacles to navigation, are two ther below the mouth of the "thoroughfare." gh | er, is below all the difficulties. The portion | wedged. The whole structure should be | eight to the South Cajolina line, in the dio a of the Bluff which is immediately on the a mile through. The general lev Aers of river, is about 8 feet high and 140 yards gained on the opposite side by r vel is re- long. From this extends a quarter of a cent along a branch through r . gentle as mile down the river, but it is separated from Dr. Crosland's it by a strip of swamp 20 to 30 feet wide, house. The swamps of . Thomas's old across which it would be easy to wharf to the the other streams channel if necessary. At the upper part of yards in breadth. the Bluff, the river is 80 yards wide and 15 Three Creeks about the feet deep; but below it becomes bolder, exapbell's mill-pond, where panding to the breadth of 150 yards. From about four hundred yards, the Blaff, a dry level pine land spreads out, Deberry and Townsend. A affording all facilities for a Depot, Store-houa may be affected at a grade of ses, Work-shops and town. Below Pot Bluff For all the streams crossed by the road, fect to the mile, by a long point of is Woodard's Bluff, 300 yards long, from the widow Huggins, which projects 12 to 15 feet high, and on the channel of the swamp. The elevation is regained the river which is 12 to 15 feet deep. Mrs. the other side by the same grade, traver. Key's Landing is half a mile below Woodrejects into the swamp, and leads the line from 8 to 10 feet high. The water at the of the road, for \$25 per thousand running ton and the North; of which the only porsi g another point opposite; which likewise ard's Bluff. It is half a mile long, and buse Deberry's field. When a survey is upper end of the Bluff is 12 to 14 feet deep, anade, I rec mmend an examination of the becomes shallow below, and terminates in PROBABLE COST OF CONSTRUC-*Creek, with a view to crossing it one mile a shoal above the mouth of Rothmanler below Gen. Campbell's mill dam; and to Branch. At the lowest water, by taking Excavation and Embankment, eross Muddy Creek below the junction of advantage of the tide, 91 feet draught can the forks, instead of crossing each separa- be had across this shoal. The Bluff on tely. From Three Creeks to the crossing which Buck's saw mill is situated, is from Seventy-nine miles and a half of Cat-Fish, a distance of nearly 22 miles, one quarter to half a mile long. This, and of Superstructure, including is nearly an uninterrupted level, except at all the others mentioned, offer ample ac-

be necessary to descend by a grade of 30 Buck's Mill, is another shoal similar to that feet to the mile, and ascend by the same above the mouth of Rothmanler branch, grade. The line descends by a grade of 35 with a channel through it only 50 feet wide. Crossing little Peedee and its

J. consider it highly important that any vessel which can cross the Georgetown bar, shenld be able to reach the depot of the Four passenger Cars, each and at the highest water 10 to 11 Rail Road, and no point above Hilling's . It can be crossed by a truss Landing will allow this. But should the Company determine, that a draught of only 91-2 feet will answer their purposes, then Pot Bluff would be better than any intermediate The upper line, (through Bennettsville,) Total cost of Construction,

diverges from the lower line at Phill's Creek, Cost of Machinery, and passing over level ground to Billings. ley's Overseer's house, rises 10 or 15 feet in the next raile, and again traversess level ground to Naked Creek, which is crossed between Pledger's 'and Easterling's mills. as many freight and passenger Cars as will islands, and the rest of From Naked Creek (the swamp which is a be needed for the present business; as quarter of a mile wide) the country is much it increases they would likewise be increaspassage of the water, broken, but becomes more even after cros- to meet the demand. The locomotive aggish stream, and sing Little Creek, and thence maintains an power which I have estimated, although imp more than sev- undulating character to Crooked Creek - able to perform more work than the present refore propose the Crooked Creek swamp is only a quarter of business would require, would be insuffi. a mile wide where the turnpike road cross- cient for the present demand if reduced. clear the highest es it, being there narrower than at any othbe built on the er point in the neighborhood. Crossing it the Convention to expose the benefits to a double track there to ascend at a grade of 35 feet to the the community, and the advantages to the nd. For these mile, it will be necessary to make a deep S;ockolders which will result from this encypress is at cut, of perhaps 800 yards long, and 15 feet terprise, are fully adequate to the task .ing the Little the greatest depth; or effect the ascent by But as I have had an opportunity of asly Island, I making use of the creek bank, and a ravine certaining a portion of these advantages, I thout offer-which lies to the west of the town. From will be pardened, I trust, for here alluding to ndy Island, Bennettsville the ground in the next four them. ween Che- miles is gently undulating, and thence to Cheraw is the point to which Cotton the Waca- the head of Horsepen Branch, is, for the is brought from part of York, from Lanconsider most part, flat. Horsepen Branch, by a caster, and Chester, and from the Southern crossing descent of 40 feet in a mile and a quarter, portion of North Carolina, even from conducts the line to the swamp of Three Mecklenburg, Iredell, Rowan, Montgome-Creeks, a short distance above Col. Dud. ry, and Richmond; and Merchants in that house ley's Mill. Having crossed the three creeks district of country receive their supplies of swamp, which is about 400 yards wide, goods through Cheraw to the amount of does ascend by a grade of 35 feet to the mile, by 25,000 bales per annum; and the up freights means of creek bank and Jenny's Prong, on goods to that place is \$50,000 per annum. 1 13 and continue that grade two, or two and a All this produce and merchandize, and the half miles. The ground is undulating from Cotton raised in Marlborough and Marion, three creeks, two miles beyond the North and the goods for Merchants in those two Fork of muddy creek. The line there districts depend on the Big Peedee for their strkes a low sand ridge, which carries it transportation. From July to January, the of along the east side of cat fish swamp to river is frequently so low, that boats are Mrs. Tart's mill creek, which will require prevented from running. Sand bars and an embankment 150 yards long and a few snags offer impediments to the navigation, feet high .- Thence to Marion Court House, and sometimes are the causes of considerathe ground continues undulating, and is in. | ble loss. At this present time, the wreck

have selected the Lower Route.

er hand per day, finding included. \$1 25 per pale, to Georgetown. At prethe is for a single track with a sent it is 75 cents per bale, and is scarcely ery five miles. The Road Bed ever less. To the frieght must be added next two or three mass gradually vacation of excavation of excavation of excavation of excavation of the weight lately in the latest switches and the slopes of the insurance to Georgetown, which is 25 cents on each bale.

By Rail Road, the time of transportation of the weight lately in the latest switches are transportation of the weight lately in the south Carolina Rail Road.

By Rail Road, the time of transportation of the weight lately in the South Carolina Rail Road.

By Rail Road, the time of transportation of the weight lately in the south Carolina Rail Road. level pic. to decrease the Line reader and base to a pack pendicular of 3 to 2. I have may be certain, and the freights invariable.

The week the Line reader and base to a pack pendicular of 3 to 2. I have may be certain, and the freights invariable.

Produce placed on the Freight Cars at the ways to a pack to the mile. Separate the principal of their are to a pack to the mile. Separate the principal of the principal of their are to a pack to the mile. Separate the principal of The Bawas the Law and the results in the South Carolina Rail Road.

When the second is the second south Carolina Rail Road.

Washington to the south Carolina Rail Roa

grades far exceeding this, can easily be kins, which are from 100 to 250 yards miles of this iron is now laid, and appears to at the Depot on the Waccamaw, and thence maps, making such corrections and addi-With a view to select a point of termina. concur with me, however, in the opinion, sels, to Charles'on or any other market. - was suggested to me by individuals conthe mile, be used on your road.

long, of the best heart pine, white oak, post | Company will be responsible for merchanoak or cypress, as may be most convenient, dize and produce conveyed by it. the rail by spikes driven once in every 18 inches. The width of the track should be four feet eight inches and a half in the clear. stone near the line, it will be for the present, necessary to use culverts and small bridges of wood. For all purposes, this material can be obtained hewed, on the line

Grubbing and Clearing, Culverts and small Bridges, Turn outs and Depots, Crossing the Big Peedee and its flats, the bridge being 22 feet wide, for a Double 27,894 00 Track,

18,775 00 25,000 00 Stations, &c.

495,302 00 .49,230 00 neers and contingences,

\$544,832 00

COST OF MACHINERY. and Tenders, at \$5,900 Sixteen Freight Cars, each capable of carrying 45 bales of Cotton, at \$600 each, and and four Baggage Cars at

11,200.00 \$400 each, capable of carrying 40 passengers, at \$1,000 each,

\$62,400 00

SUMMARY.

544,832 00 62,400 00

\$607,232 00

In this estimate, I have provided for only

The intelligent Committee appointed by

intersected by three or four inconsiderable of a steam boat lies a short distance below Cheraw, which was lost a few months ago, As I have been instructed, that it is the with a valuable cargo. The Cotton Planter ish of the Convention, rather to ascertain would generally find it to his interest to probable cost of the undertaking which | send to market in November, that portion y have in view, than at this time to de. of his crop which he has prepared. The nine on any particular route, I have esti- Merchant in Cheraw has frequently, by the ed only for one line; and for that pur- end of the month, made half of his purchases in Cotton, and should have received his e lengths of the a flerent routes, be. supplies of Goods to exchange for it .--Cheraw and Hilling's Landing, are . Even when the river is navigable, several wer Route 824 miles. The Upper weeks frequently clapse before Cotton can joining the Lower at the head of the reach its market in Charleston. Sending swamp, 84 miles, and joining the it, as is now the case, to Georgetown, much tonte at Marion Court House, 85 delay there frequently occurs, before it is forwarded. By the river, the rates of ice of labour I have a sumed at freight are variable, frequently as high as

an swerver well. Intelligent gentleman be shipped by Steam Boats and other ves- tions as came under my observation, and The superstructure; I propose to consist tional inducement is fike wise held out in noissance. of sleepers ten inches square and eight feet the saving of insurauce; as the Rail Road

four feet apart from centre to centre; on |. From the Petersburg and Roanoke Rail these to be laid wooden rails of the best ma- Road, a branch is nearly completed from terial 6 by 8 inches, and from 16 to 25 feet Belfield to Gaston, on the Roanoke river. long. The rails will be received in notch- It is proposed to connect Gaston with Raler 6 to 7 feet deep; one above and the es made in the sills, and covered with a eigh by a rail road, and at the last session a coat of boiled tar at their bearings on the of the North Carolina Legislature, a charsleepers, in which they will be firmly ter was obtained to buld a road from Ralso bedded in the earth as that only two rection of Columbia, intending to pass. inches of the wooden rail may appear above through the town of Cleraw. This would the surface. The earth beneath the sleep- bring to Cheraw a great accession of trade ers should be well consolidated by ram- from the Southern par of North Carolina. ming, and in crossing swamps, and on em- In the article of Cotton, Cheraw would have bankments which are liable to settle, mud the advantage over any port in North Carstills should be placed under them. The olina; for it is a fact, that Cotton shipped iron, if such as is used on the South Caro- from South Carolina, commands, in the lina Rail Road, must be firmly attached to foreign market, from one cent to one cent and a half more per pound than when ship- The Citizen then put off into the middle of ped from North Carolina. A connection with the Petersburg Road,

will complete nearly a continuous line of Rail Road from Cheraw to Boston. A line Depot on the Waccamaw and Charleston, would be the last link in the chain of rapid and easy communication between Charlestion by sea would be from Charleston to jumped overboard, and floated down with the Georgetown Bar, a distance of about 60 miles. Many persons who now travel by steamboats and by packet ships to the North, will doubtless prefer this interior line of at least half a mile before he was taken GENERAL JACKSON'S LETTER'S TO of communication by Rail Roads. The General Government will rather send the mail on this route, by which it will be trans. his invention. As the mattrasses are prinported every day from Charleston to Cheraw in ten hours, instead of every other day leggings are not water-proof, no danger can 36 hours, as is now the case by the way of arise from their being partially torn; and Georgetown; or 48 hours by the way of we are convinced, from the action of the Columbia. I leave the further discussion Life Mattrass or Boat, as she passed over of this subject to the committee, satisfied that they are fully adequate to appreciate would live in a heavy sea, as well in a calm the advantages; and proceed now to con- water. In our opinian, none of the Eurosider the probable income of the company. pean or other packets should be without

ported to the Waccamaw river, throughout Charleston it will not cost more than it now costs from Georgetown to Charleston .-Goods can be carried at the-lowest river prices. An average number of 20 passengers per day now pass through Cheraw by stage. I will asssume this number only! in making my estimate, although I am satisfied it is a minimum. The Stage fare from Charleston to Cheraw is now about \$17.1 will assume \$6 as the fare from Cheraw to the Waccamaw; and from the Wacamaw to Charlestor, by Steam Boat, it will be, I presume, not more than \$6 for each pas-

Then the business of the company may be estimated as follows, per annum:--25,000 bales of Cotton from

Cheraw to the Depot on the Waccamaw river, at \$18,750 00 75 cents per bale, Up frieghts on merchandize, 50,000 00 &c to Cheraw, Seven thousand bales of cotton, at 75 cents per bale, from Marlborough, and that portion of Marion which lies

to the East of the Big Pec. 5,250 00 p freights to Marlborough 5,250 00 and Marion, For 7,300 passengers, 86

43,800 00 each, . Transportation of the mail from the Waccamaw river to Che.

10,000 00 \$133,050 00

Gross income,

From this amount deduct the current yearly expenses of the Road, for which I make 90,000 00 an ample allowance

Which leaves a net in-\$43,050 00 come of And gives on \$607,232 00, the prime cost of the road, a dividend of rather more than

seven per cent. In this estimate, I have endeavored to exclude any thing which may be deemed contingent. In estimating for Marlborough and Marion, I have supposed that much of their Cotton and Goods will continue to be carried on the river. I have not take into the account the Cotten, Bacon; and other produce from North Carolina, which I have been informed, descends the Little Peedec. From an intelligent source, I understand that perhaps as much as 30,000 bales of Cotton, per annum, are now brought down the Little Peedee, and that in one day 500 bales had been seen to pass. Nor have I taken into consideration the resources which, in this region of country, still lie undeveloped, but will shortly be brought into use by the spirit of improvement which is now awakening in every part of the counrv.-Neither does my estimate embrace any of that great influx of trade and travel which will be the result when North Carolina and Virginia are linked to our Statewhen a connection by Rail Road with the Petersburg Road shall be effected. I have made a statement merely of the business which the Rail Road Company may depend upon as certain, if even a connection with the North should not be effected, and if the neighboring country should cease to improve. What may be the result under these circumstances, I leave to the conside. ration of those gentlemen who are more conversant than I am with the resources of the neighboring States.

the Country between Cheraw and the navi- of the laws of humanity; but this is but a gable waters of the Waccamaw river, specimen of the character of the government

to 40 feet to the mile could be made by the river from Conwayborough down to a point, heavier than even that now used. Indeed ducements therefore to the merchants, to I with pleasure take this opportunity to Valley of Whortleberry week to the river below which could be made by the river below which could be made by the river from Conwayborough down to a point, heavier than even that now used. Indeed the rest below which could be made by the river from Conwayborough down to a point, heavier than even that now used. Valley of Whortleberry week to the river. below which, no difficulty, I am satisfied, I am satisfied, I am satisfied, I am satisfied that economy will result, if prefer the use of the Rail Road, which could tender my thanks to the gentlemen, who, But this would throw the Benot at least helf oviets in the river. But this would throw the Depot at least half exists in the navigation of the limits of the limits of the town.

The difference of the limits of the town.

The difference of the limits of the town.

The difference of the limits of the town. generally less than by the river. An addi- my operations while engaged in the Recon-

I have, sir, the honor to be, Your very obedient servan', EDW'D. B. WIHTE:

LIFE MATTRASSES .- A MOST IMPOR. TANT INVENTION .- A more valuable invention for the saving of human life, than Macintosh's Life Mattrass, has never been brought before the American public, and we congratulate the ingenious inventor, as well as all do down with ships into the great deep, upon the perfect success of the experiment which was made in the Delaware yeserday afternoon.

About four o'clock, a party of thirty gentleman repaired on board the Citizen steam. boat, where they found the inventor, Mr. Macintosh, in readiness with his mattrassan invention, by the way, of the simlest as well as of the most efficient character. the stream. Mr. M. unfolded the mattrass. which is exactly suited for the berths in a ship or steam packet. It forms a double fold, between which falls a bag somewhat of Steam Packets, established between the in the shape of a small boat, having in its bottom, two cases for the legs, resembling trowsers. Mr. M. having got into the bag and placed his legs in the cases or trowsers-the work of a few seconds-boldly the tide, resting in a half sitting and half recumbent position in his excellent life-boat.

He left the Citizen and made a voyage up again; sufficient to prove, beyond the possibility of doubt-the infallable ultility of cipally stuffed with bair, and the bag and the swell caused by the steamer, that she By the Rail Road, Cotton can be trans- these mattrasses; and more particularly would they be serviceable on the waters of the year, at 75 cents per bale. Whence to the Mississippi, where accidents from fire and snags, are of such constant occurence. -Phil Inquirer.

EARTHQUAKE IN SYRIA.

Extract of a letter to the Editor of the Charles ton Observer from the Rev. John F. Lanneau, formerly of Charleston, Missionary of the American Bourd; dated. Jerusalem Jan. 24

Saffet, the greatest injury has been sustained. In the latter towns, as mentioned inmy last under date of the 12th inst. the destruction of property and lives has been awful. In Tiberias a number of houses have fallen, and several hundred lives lost. But in Saffet, about 30 miles North of it, the whole town is one heap of ruins, and at the least calculation, three thousand persons have been crushed to death. This town you may perhaps be aware, was one of the tour places which the Jews considered sacred or holy in this country, viz: Jerusalem, Hebron, Tiberias, Saffet. It has derived its sanctity from the fact, that several of their great Doctors of the law, who lived in the time of the second Temple, are said to have been buried there. For years if not centuries, they have had a Univesity there for the education of their Rabbies, of whom there were usually a number from different countries in Europe. For sometime past also, there was a Hebrew and Arabic press in operation among them, and on the whole, it was as celebrated among the Jews for its peculiar sanctity, as it was distinguished for its splendid situation, commanding from its lofty position the whole country around. It has been supposed by some commentators and travellers to be the "City set on a hill," which the Saviour had in view, when, in his Sermon on the Mount of Galilee, he compared his disciples to such a "town which could not he hid." The Jews have a notion that their Mesisah will reign here forty years before he will take up his residence in Jerusalem. What effect this dreadful catastrophe will have upon their faith, remains to be seen. The calamity has fallen most severely upon their nation, as a large proportion of the inhabitants were their kinsman according to the flesh. As soon as the intelligence was received here, messengers and individuals with money, food and clothing, were despatched to relieve the sufferings of the whetched survivors. A subscription was also opened in Beyroot, and a large supply of the necessaries of life, and medicinee were forwarded, in charge of the Rev. Wm. M. Thomson, one of our Misssionaries, and Mr Calman, a converted Jew and Missionary to the Jews in Syria and Palestine. We have not yet received their report, but a Jewish friend returned to day from a visit there and says that the sufferings of the survivors have been distressing beyond measure. Many have died for want of clothing and food, and others from their bruises and wounds, and the number of the dead yet beneath the ruins eare so great, that they are apprehensive that unless soon relieved they may occasion a pestilence. One difficulty in the way of their speedy removal is the abominable regulations of their government. When such a public calamity occurs, the law is that as one must not bemoved before an order from Sultan or Pasha, and the arrival of a

Church fell on the inhabitants while they were at prayers, and destroyed about two hundred of them. They were Maronites or Roman Catholes. Language is unable to depict all the horrors of such scenes. and the distres attending them. What must be the feelings of those who had escaped destruction when they think of the fate of . those who were near and dear to them .-Parents weeping over their children, and children mourning the loss of their parents. Husbands deploring the awful death of their wives and wives that of their husbandsand perhaps some of them almost wishing that their own miseries had been ended in the same grave.

I had often read of similar scenes, but never, my dear brother, have they come so near to me as at present. Never shall I forget my feelings when the massive stone walls of our Mission house shook like the leaves of the forest; and threatened every moment to bary us under their ruins. . We had no place to which we could flee for safety. Our house had two yards attached to it. It was lefty and the street below was only six or eight feet wide, and the danger there was greater than within. . To God alone could we look; and in that moment of unutterable emontions, we tried to cust ourselves on his Almighty arm, and blessed be his name, He interposed in our behalf, and said to the heaving earth "be still." You can better imagine than I describe our feelings, when that mandate was obeyed' and we were permitted to return to the room from which we had fled in terror. In the evening we sat down to the table of the Lord, and endeavdured to sustain oursinking spirits with the memorials of the Saviour's love. May my life thus mercis fully preserved, be devoted more entirely to his service.

THE EDITOR OF THE GLOBE. HERMITAGE, July 9, 1837.

" Now is the time to separate the Government from all banks-receive and disburse the revenue in NOTHING BUT GOLD AND SILVER COIN, and the circulation of our coin through all public disbursements will regulate the currency forever hereafter-keep the Government free from all embarrassment, whilst it leaves the commercial community to trade upon its own capital, & the banks to commodate it with such exchance and credit, as best suits their own interes's-BOTH BE ING MONEY MAKING CONCERNS. DEVOID OF PATRIOTISM, LOOK. NG ALONE TO THEIR OWN IN-TEREST, REGARDLESS OF ALL OTHER. It has been and ever will be a CURSE to the Government to have ANY entanglement or INTEREST with either, or more than a general superintending care of all. But the commercial community In Naples, Acre, Nassareth, Sour, Sid. hitherto has been fostered by the Governon, Beyroot, Mount Lebanon, Tiberias, and ment, to the great injury of the labor of the country, un'il the mercantile aristocracy, combined with the banks, have assumed the right to control and manage the Government, as their paticular interest requires. regardless of the rights of the great democracy of numbers, who they believe ought to be, and they are determined they shall be, hewers of wood and drawers of water. I repeat, that I am proud to see the FIRM and NOBLE stand taken by the EXECU-TIVE GOVERNMENT on this occasion. The people are with it, and will support it triumphantly.

"The history of the world never has recorded such BASE TREACHERY and PERFIDY as has been committed by the DEPOSITE BANKS, against the Goverument, and purely with the view of gratifying Biddle and the Barings, and by the suspension of specie payments, degrade, embarrass, and ruin, if they could their own coun'ry, for the selfish views of making large profits by throwing out millions of dopreciated paper upon the people-selling their specie at large premiums, and buying up their own paper at discounts of from 20 to 50 per cent. and looking forward to be indulged in these speculations for years to come, before they resume specie payments." PRIVATE.

HERMITAGE, July 23, 1837. My DEAR SIR :- I have just received the Globe of the 13th, am pleased to discover from it and other papers the democracy are uniting upon the plan of separating the Government from corporations of all kinds, and to collect the revenue keep and disburse it, by their own agents. This alone can secure safety to our revenue, and control over issues of paper by the State banks. This revenue, reduced to the real wants of the Government, payable in GOLD AND SILVER, COIN, (NO CREDITS,) to be disbursed by the Government in GOLD AND SILVER, will give us an UNDEVI. ATING METALLIC CURRENCY, prevent hereafter overtrading, and give prosperity to all branches of business; whilst the banks and the commercial community will be left to manage their exchanges, and all matters between them in their own way. I hope and trust that the whole democracy of the whole Union will unite in adopting these measures and the demoracy of nun bers will never have another contest with the aristocracy of the few and their paper credit system, upon which they at present rely to rule the country.

I hope no Treasury notes will be issued. The Treasury drafts upon actual deposite are constitutional, and do not partake of paper credits as Treasury notes, which me subject to DEPRECIATION by TILE MERCHANTS AND BANKS AND SHAVERS AND BROKERS; and will be issued, and the Government caunot avoid it. Different must it be with Treasury drafts drawn upon actual deposits and, from the conduct of the banks and the MER. the neighboring States.

Accompanying this Report is a map of the Country between Characters and an appearance of the effects of such an outrage of the country between Characters and to destroy its the effects of such an outrage of the country between Characters and to destroy its the effects of such an outrage of the characters and to destroy its the effects of such an outrage of the characters and to destroy its the effects of such an outrage of the characters and to destroy its the effects of such an outrage of the characters and to destroy its the effects of such an outrage of the characters and to destroy its the effects of such an outrage of the characters and to destroy its the effects of such an outrage of the characters and to destroy its the effects of such an outrage of the characters and the characters are characters are characters and the characters are characters are characters. CHANTS, THEY DISERVE NO PAVOURS credit, both at home and abroad. It is the great working class deserves protection from the frauds of the banks.

Height of Nonsense .- For two m n which has reduced one of the finest countries on the globe to barrenness and desola- composed of real flesh and blood to stard up like two targets, to be shot at upon In one place not far from Saffet, a mere point of honor,